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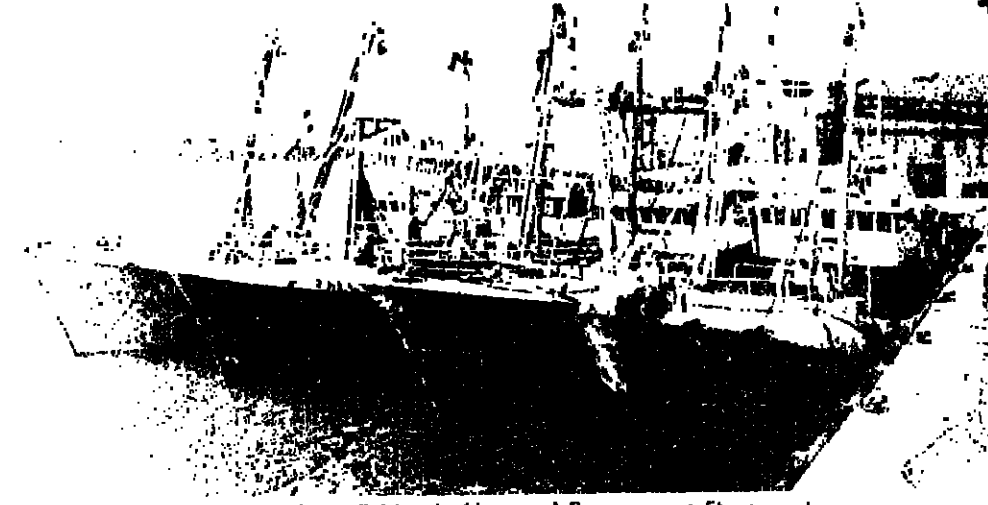


A WINNING smile from 15-year-old Duncan Warwick, of Plymouth, Devon, after taking top place in the 1976 United Kingdom Schools Fish Cookery Competition, organised by the White Fish Authority. The girls had to take a back seat for a change as Duncan, with a dish named Piquant Coley, cooked his way to the championship, in London, last week. Over 17,000 schoolchildren entered the competition.

'DEVIOUS' DUTCH RAISE A STORM

THE DUTCH were the centre of controversy this week -- north and south. A move to set up a fish processing factory at Barra, in the Outer Hebrides, was seen as a 'confidence trick' to get Dutch vessels fishing inside Scottish waters, while at Fleetwood a row was brewing over boats from Holland shipping soles through the port.

The Dutch proposals to put up a £2m fish factory on Barra, includes a provision to build 10 boats, which the company, Holdingen Beheers Mij Zeehuizen, say will ensure continuity of supplies. The factory will be capable of processing 500-tons of fish a day and would give employment to 150 people -- 70 ashore and 80 at sea.



Dutch trawlers which have been fishing in Liverpool Bay seen at Fleetwood

A letter from the Shetland Fishermen's Part Committee to the Western Isles Council, states that local fishermen are opposed to the proposal on the grounds that it would need vessels over 130ft in length to keep the plant supplied. The committee are convinced that when bad weather restricts fishing operations off the west coast, an attempt will be made by the Dutch to gain access to the Minches on the pretext of keeping the factory employed. It is also believed that the number of jobs available has been overestimated.

The committee urged the acting as agents for the Dutch Council to exercise extreme caution in dealing with what is regarded as a monumental confidence trick.

Five Dutch vessels have been working in the Liverpool Bay area on the English east coast and landing off catches at Fleetwood. At the port, there was a sharp rejoinder to criticism by the Fish Merchants Association about the Dutch landing their catches for out of the Irish sea by agreement and the regulations do not state where they should land it.

He said: "I cannot understand the merchants complaining about the Dutchmen shipping their soles through the port. Dutch ships are allowed to take a quota of fish out of the Irish sea by agreement and the regulations do not state where they should land it. Fleetwood might as well get the benefit."

Long wait for blue whiting

FOR BRITAIN'S largest frozen fish producer, blue whiting is not "the Great Blue Hope" it has been made out to be by the WFA and some of its other supporters.

Speaking at a press conference in Grimsby on Monday, Mr. Robbie Blair, fish technical operations manager of Birds Eye Foods, suggested that it would take five years or even longer before blue whiting might be available as a popular fish among British housewives, "who in, any case, want and expect to get cod".

One of the problems with blue whiting was that its size meant that fishermen had to catch five or six of them for every good-size cod. The fish did not keep well and, when skinned and bled, it only provided about 25 per cent usable fillet compared with 40 per cent for cod.

What this means in processing was strikingly demonstrated, on Tuesday, in the Birds Eye Grimsby factory. A team of four was given 25 kilos of blue whiting to fillet and one fillet was given the same amount of cod. After about 15 minutes, this man had produced about

three times the weight done by the four men. To this processing difficulty has to be added the fact that there is yet no evidence that the fish will be acceptable among housewives. Blue whiting will, therefore, have to be landed at an exceptionally low price. And, although some sections of the British fleet may have supply problems there is no shortage of cod.

But, while fish from Norway and the USSR landed here may be causing concern among UK fishermen, the housewife is getting her cod at the price she wants to pay.

Therefore although Birds Eye will continue to support Humberstone and Fleetwood, taking 20 to 25 per cent of landings, it also believes it has a duty to the housewife and its employees to buy the quality raw material it needs, competitively.

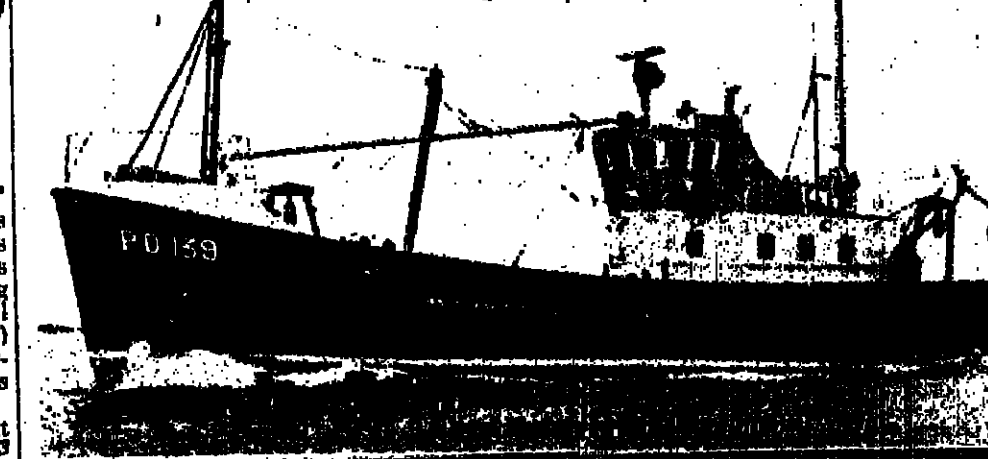
'Jackpot' trip for Revenge

THE UPWARD trend in fish prices continued at Grimsby last week and BUT's giant sidewinder *Ross Revenge* (skipper Johnny Meadows) hit yet another big jackpot with 255,425 lb of blue whiting landed on April 1 after a 22-day Norway Coast trip.

With Easter just around the corner and "Show Week" beginning on Monday it is almost certain these figures will not be bettered as it was the biggest single landing since April 1975 by a local trawler (set by *Ross Revenge*) and the best grossing for nearly two years (also set by *Ross Revenge*). The 222-footer turned out continued page 3

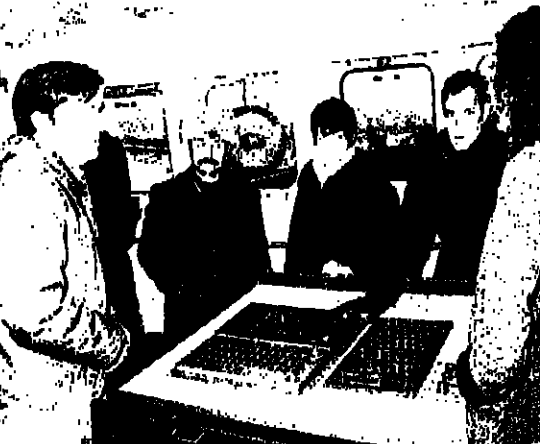
All the way with DECCA

MAJESTIC, the second of four steel-seiner trawlers, was built by Bideford Shipyard (1973) Limited, Devon, for Bogg Holdings of Bridlington. She is a multi-purpose fishing vessel similar in design to modern Scottish vessels with all-welded hull, raked stern and Cruiser stern. Her bridge electronic equipment includes Decca Navigator Mk21 with 350T Track Plotter Decca Pilot type 350 with Watch Alarm linked to a Teniford hydraulic attering gear, Decca RM 914 radar and Simrad EQ Sounder and C1 Scope.



Flume tank a hit with Mexicans

THE White Fish Authority recently played host to two groups of foreign students -- from Mexico and West Germany.



German fishery students aboard the 251 ft. Marr Freighter Cordella. With them (left) is WFA fisheries development officer Howard Wright.

Fifteen Mexican fisheries instructors, all graduates from the Mexican Institute of Science and Technology at Vera Cruz, recently underwent a one-week training course in gear technology at the WFA's new training centre in Hull.

The Mexicans are in Britain for a one-year course at the Grimsby College of Technology. Specialised short courses are being provided at the WFA's Hull-based Fisheries Training Centre as an essential part of the syllabus.

The gear technology course is based on the trawl test flume tank which forms the main feature of the WFA's training centre.

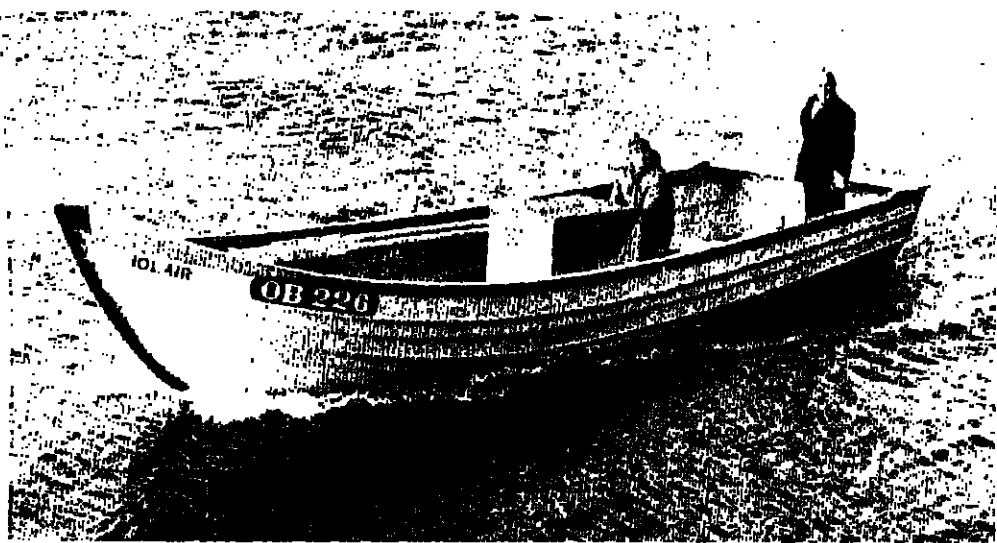
One of the Mexicans told *Fishing News*: "I would like to see similar, but smaller, tanks in every fisheries school in Mexico."

'Invasion' again

FLEETWOOD had a small influx of foreign trawlers last week.

First the Belgian trawler *Drakkar* put into port after damaging her beam gear. Repairs were carried out by James Robertson and Sons Ltd., Boston Deep Sea Fisheries Ltd. acted as the vessel's agent.

Then, three Dutch trawlers put in, catches of sole, cod and Haddock. It is thought the signal the star Dutch trawler happened to be the past few days made over the port and fisheries facilities.



The 35ft GRP coble *Iolair* featured in *Fishing News* last week seen at Macduff, where she was built by the firm of J. D. & R. Sellar Ltd. *Iolair* will be going to her new owner later this month on the west coast of Scotland.

MACKEREL—once bitten, twice shy

MACKEREL SHOALS appear reluctant to return to areas where there has been intensive fishing, Cornwall's Chief Fishery Officer, Mr. Broun, says in his quarterly report, published this week.

Since the winter mackerel fishery began in the mid 1960s, successive seasons have seen the main shoal settling in progressively more western areas.

At first, the main fishing zone was in the Eddystone region, then south of Mevagissey, then Falmouth Bay, and this year, west of The Lizard.

"While this movement could be due to some natural cause, it coincides with an apparent reluctance for shoals to return to areas where there had previously been intensive fishing operations," says Mr. Tonkin.

After spasmodic successes

in December, there was a dramatic improvement in January, when a shoal of large mackerel settled in Falmouth Bay, and catches of several hundred stones were commonplace.

The mackerel fleet increased to about 250 boats, and the landing at Falmouth for the month was £270,000.

Mr. Tonkin says: "This would have been considerably more had not buyers experienced considerable problems of disposal reputed to be caused by competition from the large purse seiner operating out of Plymouth."

Catches declined once more in February, and the majority of River Fal-based "featherers" had one of their poorer winters—as did those at Looe and Polperro.

Mr. Tonkin says Cornish pelagic trawlers found fishing much lighter in December than November and, with mackerel shoals difficult to

locate, had a poor second half of the season in January and February.

An exception was the team of *Galileo*, *Spaven Mor* and *Rose of Sharon*, which set an all-time Cornish record in December with 1,300 stones of bass, realising £11,000.

In January, they smashed this record by bringing in about 1,700 stones of bass worth £15,000.

Mr. Tonkin says that dover sole, with a market value of about £11 a stone, considerably boosted top grossings for the Newlyn trawler fleet.

He adds that grounds up to 15 miles from the shore, were reported fouled by substantial quantities of dead mackerel in varying stages of decomposition.

The community's catching capacity is so excessive warned Mr. Pym, that the temptation to overfish is too strong. Policing the 'pond' would be

Fishing industry debate

FLEET CAUGHT ON EEC HOOK

A BITTER attack on the Government's inaction in dealing with the problems of the fishing industry was launched in the House of Commons last week.

Leading the onslaught in a special supply debate, was Mr. Francis Pym (Con. Cambridge), who said that the plight of the industry had been ignored. This time last year, the industry was running at a loss and is still running at a loss today, pointed out Mr. Pym.

The object of the debate said Mr. Pym, was to bring the Government to their senses and give the fishing industry a fair and reasonable deal. High on the list should be a revision of the EEC Common Fisheries Policy, with a big extension to the present proposal of 12-mile protected zones.

The envisaged quota system envisaged beyond the 12-mile limit to command any confidence or credibility with the industry, said Mr. Pym, and it would be a herculean task to restore any faith in it.

The community's catching capacity is so excessive warned Mr. Pym, that the temptation to overfish is too strong. Policing the 'pond' would be

impossible and there could be no effective control of gear or catches. The best way for the fisheries to be controlled and managed effectively is



Mr. Edward Bishop: a monologue.

through wider limits with each country taking responsibility for its enlarged zone. Plans for the phasing out of historic rights should already have been drawn up.

Turning to the marketing problems of the industry, Mr. Pym was deeply critical of the EEC reference price system which, he said, had failed to produce any support. With highly subsidised foreign fleets dumping fish on British markets, our own fleet is having a raw deal.

If the fleet is to be kept together it will need temporary financial assistance to bring it through, said Mr. Pym.

With negotiations taking place in Brussels and Minister Fred Pont away taking part, the timing of the

debate was criticised by some members.

In Mr. Pym's absence, Minister of State for Agriculture and Fisheries, Ted Bishop launched into a now familiar monologue of how much the Government had paid out in aid to the industry. He considered it an achievement that the Commission's proposals included an exclusive zone of 12 miles although Bishop added, this was enough.

While the industry is doing for a 100-mile limit Government did not consider this a realistic or secure demand, Mr. Bishop said. There must be regard to Common Fisheries Policy as a whole and to the very advantages that members of the Community bring.

Mr. Enoch Powell (Con. South), thought Mr. Bishop would be disappointed that his speech reassured the House. But cause to the EEC was also weakened by the Government saying that 100-mile was "realistic", when 200 should have been the aim. Negotiations should start at the top end, said Powell, but already a made a present to the side before we begin.

Criticism of the Government was refuted by Hugh Brown, under-secretary of State for Scotland. He said that they had the knowledge, skill, ability and determination to protect our fisheries.

ALL CHANGE AT ICELAND

THE ENTIRE British trawler fleet off Iceland, support vessels and Naval vessels began a move to new fishing grounds off the north-west coast last Friday.

It was the first time since the present limits dispute began five months ago they have moved away from the easterly grounds.

It seems unlikely they will get down the west coast to the plaice grounds, but the switch should mean larger catches of cod and codling and, hopefully, much better grossings from Icelandic trips which have lately been nothing short of disastrous.

Twenty-five British trawlers were working the

east coast grounds when the news was broken; by the weekend as they worked their way around the coast their numbers had been reduced to twenty, but vessels were coming and going all the time as their trips expired.

This latest development was welcomed by owners on Humberside. Last week a spokesman for distant water owners at Grimsby told *Fishing News* they were becoming more and more concerned at returns from the east coast grounds: "Fishing has been terribly slack and the skippers are constantly on the move to fresh zones for fish often steaming hundreds of miles in a few days. Our fuel bills are astronomical."

fishing news

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Greenland trips top the market

FLEETWOOD vessels returning from the Greenland grounds dominated landings at the port last week.

First back from the grounds was *Fylde*, commanded by Skipper Victor Buschini. This vessel returned to port with 1,546 kits, including 1,100 kits of cod and 250 of reds which sold for £28,200. On the following day the *Iruana* returned from the area with 1,706 kits, including 800 of cod, 330 of haddock, and 490 of reds, which sold for £28,594. Skipper Gordon Wignall was in command of the vessel.

But the most successful result from the Greenland grounds came from a local vessel which was diverted to Hull. *Luneda*, commanded by Skipper Bill Reader, put into the Humber port with 1,613 kits, including 280 of haddock, 920 of cod and 330 of reds which sold for £30,386. Also diverted to Hull was the small stern trawler *Norina*, commanded by Skipper Frank Wilson. This vessel

landed 1,058 kits which sold for £19,106.

A spokesman for J. M. and Son Ltd., referring to the diversion of the two vessels, said: "We had several other coming back from Greenland this week and there were fish to speak of on the Humber so we switched them."

Mr. Harry Fairclough, president of the Fleetwood Fish Merchants' Association, said: "Obviously we would have liked them to land at Fleetwood but from the point of view I suppose we thought it was sensible to send them to the East Coast."

For Fleetwood, vessels returning to the port from Iceland there was a steady upsurge in prices. The *Vanguard*, landed 880 kits which sold for £16,205 while the *Vanguard* landed 880 kits which sold for £16,205. The *Vanguard* landed 880 kits which sold for £16,205.

'JACKPOT'

from page one

over 2,000 kits of good quality haddock which sold well at around £22 per kit and even the remainder of her fish, mainly cod and reds, was snapped up at prices unheard of only weeks ago.

(One unhappy feature of the improved trading was a drop in landings. The contraction of the distant water fleet by the annihilation of the steamers is beginning to work through and only six distant waters landed all week and supplies were further restricted on the middle-near water grounds by weather.

Boston Boeig (Skipper Colin Newton) and *Gillingham* (Skipper John J. Laiden) also got among the Norway Coast haddocks and redfish. *Boston Boeig* was scheduled to land on a short market, but unluckily hit bad weather returning and missed the tide. She also had a heavy catch of cod and, but for her misfortune, would have made considerably more than £38,136 from 2,677 kits.

Hardening

Gillingham, meanwhile, back in 21 days did very well and from 1,553 kits grossed £26,394. A fine performance by the 139-foot vessel. The three other distant waters were Icelandic voyages and the hardening markets and improved catches brought much better grossings. Top ship was *Hedgum* (Skipper Johnny Stevens) on £29,801 from 1,502 kits for Boston's, but their *Volcan* (£25,831) and *BUT's Russ Ramillies* (£27,758) made very little profit, if any, from their trips.

The outstanding middle water ship went *BUT's* way when *Ross Civet* (Skipper Alan Redpath) landed a round thousand kits to collect £17,321 after a storm-tossed Western 17-day trip. Prices in this section and with the seiners, where Skipper Eric Selensson headed the list with £5,538 from 348 kits in *Karen* through the Richardson agency, were also good and still rising at the weekend.

Criticism of the Government was refuted by Hugh Brown, under-secretary of State for Scotland. He said that they had the knowledge, skill, ability and determination to protect our fisheries.

'EEC madness'—blockade call

TO DRIVE home the need for a change in the proposed Common Market inshore fishing policy, Scottish fishermen have been asked to consider blockading the Dutch port of Rotterdam. The request was made by Mr. Donald Barr, SNP's prospective Parliamentary candidate for Inverness, when he addressed a meeting at Inverness last week. He stated that in a reply given to a question from Mrs. Winnie Ewing, M. Lardinois, EEC Commissioner for agriculture and fisheries, made it clear the EEC have no intention of re-negotiating the common fisheries policy.

Mr. Barr continued: "This is madness. How desperate does the situation have to get before the Government stop dithering about and start hard negotiation? I think the time may have come for the fishing industry to draw up plans for a blockade of Rotterdam. This would have the effect of seizing up a huge proportion of EEC trade and in the absence of effective representation from this Government, would drive the message home to our Com-

HERRING MEN 'PAIRING' FOR WHITE FISH

TWO OF the large Peterhead boats, *Fairweather V* and *Sparkling Star*, are to begin white fish pair trawling from their home port this week.

The boats, which formerly worked in the group of herring trawlers known as the "Big Five", had switched to seine netting earlier this year, but Skipper John Alec Buchanan of *Fairweather V* told *Fishing News* that the boats were proving to be a bit too big for the seine netting and that it was too expensive to keep up two sets of fishing gear.

For pair trawling the boats will be using CoSalt bobbins and Appeldoorn high opening nylon trawls. Each boat will use one trawl warp with the bobbins but two warps with the high

Norwegian's test trawl

THE NORWEGIAN research vessel *Havron* left Bergen on March 21 for the blue whiting area west of the British Isles to test a new trawl and an electronic device for indicating the amount of fish in the cod-end.

The trawl mouth has a gape of 175 m and the aperture circumference is 530 metres. The forepart of the trawl has meshes two metres wide to reduce sea resistance.

Kestrel-£64,000

WHITE FISH prices have been more encouraging for seine net vessels recently, and an excellent start to the year has been made by the Hopman boat *Kestrel* (below), which is working out of Peterhead. Her earnings of £64,000 for the three months up to March 26, are understood to be a record for a seine netter working from the North East of Scotland. The steel hulled boat was built by Campbelltown Shipyard for Skipper Ian Sutherland.



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Hopes for a truce

DESPITE LONG talks last Friday night with representatives of the Grimsby fishing industry to discuss its future, the town's MP and Environment Secretary Mr. Anthony Crosland could offer little reassurance and the meeting ended amicably, but inconclusively.

The two major problems remain Iceland and the EEC Common Fisheries Policy. Mr. Crosland said he still hoped for a settlement on the Icelandic question as her economy was under severe pressure.

Frying back at Skye?

MR JAMES DEVLIN, Mill Cottages, Portree, who was evicted from his 10-year-old pitch in Portree Square where he sold fish suppers, hopes to be back in business in time for this year's tourist trade.

He has applied for planning permission for a Portakabin fish and chip shop. On New Year's Eve an 18-month reprieve on a Highland Regional Council planning removal order came to an end. Mr. Devlin put up the shutters of his mobile chip van. Since then there have been no fish suppers on sale in Skye.

TRAPPED UNDER STEAMER'S HULL

... five escape from small inshore boat

FIVE GRIMSBY fishermen were plucked from the River Humber last week in a daring rescue operation when their tiny inshore motor fishing vessel *Linda Marie* sank after a collision with the foreign tug *Turkue* and the Hull steamer *Kingston Jacinth* she was towing to a Thames shipbreaking yard.

The five men, Robert Bromley, Anthony Bryant, Michael Redgrift, Stephen Summers and part-owner Robert Jones, were on a pleasure fishing trip in the estuary and *Linda Marie* was anchored near the Bull light when the accident happened shortly after 10 am on April 1.

The 28-ft. wooden boat was caught under the hull of the tug; despite strenuous efforts by the tug to pull her clear she sank almost immediately.

One man was knocked into the sea by the first impact and the others were forced to

jump in with lifebelts. At once, *Turkue* went to their aid and alerted emergency services, but she managed to pick up all five men within minutes and later transferred them to the Humber lifeboat which landed them at Grimsby.

Back on dry land before a precautionary trip to hospital part-owner Robert Jones, visibly shaken, explained to *Fishing News* what took place.

"It all happened so quickly. We were anchored and saw the tug and trawler approaching expecting them to pass in the river. Suddenly they were on top of us; we couldn't do a thing, nothing, to avoid them. One minute we were fishing the next moment we were in the river. The tug got us all out in about five or six minutes, but it was long enough."

Coxain Mr. Brian Bevan of the Humber lifeboat City of Bradford said the men were very lucky to have been



Above: part-owner of *Linda Marie*, Mr. Robert Jones. Right: Humber lifeboat puts rescued crew ashore.

picked up so promptly. "It was smart work by the tug," he told *Fishing News*. "By the time we arrived after the collision, the men were already on the deck of the tug. Two of them were badly shaken up, shocked and shivering with cold, but they were all in good spirits. There was no sign of their vessel, just bits and pieces floating on the water. Luckily conditions were pretty good at the time and the sea was calm."

The men were all allowed home after a few hours in hospital at Grimsby. *Linda Marie* came to Grimsby from Boston in 1973 where she used to be registered as *Mizpah* (BN 4). She had a narrow squeak in February when her engine broke down in the Humber and she lay at anchor in dense fog before a pilot cutter towed her back to port.

Prices looking-up at Milford

SOME OF THE biggest grossings in a long time were made at Milford Haven last week. The week began with landings by the *Norrad Star* and the Swansea-owned *Brenda Wilson*.

Norrad Star, which is commanded by Skipper Jim Manson, made £3,748 from 138 kils while *Brenda Wilson*, with Skipper C. Watt in command, made £2,787 from 96 kils. Between them the vessels landed a total of 70 of cod, five of whittings, 120 of roker, five of turbot and three of soles.

Later in the week the port had its first £4,000-plus grossing for a considerable time. The highly-consistent trawler *Rosewear*, under the command of Skipper Alex Simpson, was the vessel in the money. She returned to port with 147 kils which sold for £4,245.

On the same day the *Picton Sealion*, commanded by Skipper Trevor Saiter, made £3,592 from 130 kils. The vessels landed a combined total of 90 of cod, 25 of whittings, five of turbot and brill, 20 of plaice and 15 of soles. Both vessels were able to work unhindered by bad

weather which is a welcome change for local trawlers.

... anger at beams

THERE WAS A lot of interest in Milford Haven over last week's *Fishing News* story about a Newlyn beam trawler making £10,000 with a catch of 70 of soles taken around 10 miles off Trevose Head. The fact that the skipper of the vessel reported that he had been working among a big fleet of Belgium beam trawlers, adds fuel to the port's owners' call for a ban on beam trawling in the area.

This argument gains weight from the experience of local trawlers on the Trevose grounds. In the years before and after the last war, the Trevose season could always be relied upon to provide conventional trawlers with catches of up to 80 kils of soles but in recent years there have been no significant catches of the variety from the area.

This is put down to the activities of beam trawlers — mainly Belgian — and the fact that these craft are still working the area with obvious success does nothing to placate the rancour of owners of conventional alder-fishing vessels.

Walker set up the fraud by bribing Walsh and Carter to load lorries with stolen box-making materials after their Hull factory had shut for the day which were then taken by road to Walker's warehouse in Grimsby. Walker, however, made the mistake of arousing suspicion by undercutting all his competitors at Grimsby by huge margins and the police were tipped off.

At the trial it was stated no one could estimate accurately the extent of the thefts because of the rapid turnover in fish boxes, but when Walker's Grimsby premises were searched stolen material worth almost £10,000 were recovered. Before the thefts began Walker ran a legal box-making business.

BOX THEFTS: TWO JAILED

TWO GRIMSBY fish box and carton manufacturers, Roger Walker (26) and Roy Phillips (32), were jailed last week at York Crown Court for various offences in connection with large-scale thefts of cardboard and box-making wood from a rival firm in Hull.

Walker was sentenced to two years imprisonment and ordered to pay £4,500 compensation and Phillips, his business partner, went to jail for 21 months. Also jailed were forklift driver Robert Arthur Carter (31), both of Hull and former employees at the factory where the thefts took place.

The Court heard how

TRAINING SKIPPER RETIRES

JOHN FULLERTON known to many fishermen in the Highlands and Islands is to retire at the end of this month from his position as trawler skipper with the Highlands and Islands Development Board.

Mr. Fullerton has been involved in fishing all his life and has owned a total of nine fishing boats.

He has been responsible for introducing many new men to the fishing industry training them to a standard where the HIBD is prepared to back them. His retirement is part of a general cut back in training by the HIBD. With fishing coming there is not the need to train newcomers.

Mr. Fullerton will not lose his interest in fishing. He has recently taken on as skipper of the Kirkcubright boat *Ala* which is now based at Lerwick.

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Cheap rate for British firms at Boston show

BRITISH equipment manufacturers interested in exporting to the United States fishing industry market will have the opportunity of exhibiting to it during the four days of the yearly American commercial fisheries exposition in Boston, Massachusetts, from 27 to 30 October. Fish Expo, as this exhibition is called, was first held in Boston in 1968 and has been a successful annual event ever since.

The exhibition has been moved to a number of ports to allow for the fact that fishing activities are widely scattered over the vast area of the US east, south and west coasts. But its most successful venues have been in Boston and in Seattle in Washington state on the Pacific coast.

Last year, in Seattle, the exhibition was supported by 188 companies and these included 25 from outside the United States. Among them were 11 Norwegian manufacturers taking part in a sponsored joint venture under the auspices of the Export Council of Norway. Although, the Norwegians have prepared such joint ventures several times for US Fish Expos, manufacturers from Britain, who have taken part, have to make their own arrangements.

Now, however, the Department of Trade has given its approval for the City of Westminster Chamber of

Commerce to sponsor the first joint venture group of British companies. This is open for participation to any British company whose products or services displayed on its stand are wholly or mainly of UK manufacture or origin. Companies taking part will be offered a standard display unit of 135 sq. ft. of space for which the total fee will be £216.

Further information about the joint venture and the group travel arrangements can be obtained from Mr. Ian M. Hutchinson, The City of Westminster Chamber of Commerce, Mitre House, 177 Regent St., London W1K 8JJ, Telephone (01) 734 2851.

Reduction

Participants in the joint venture will also be repaid half the air fares of up to two people naming their stand for the duration of the exhibition. These costs will be

further reduced by a group tour which the Westminster Chamber is arranging in conjunction with American Express International. This group tour will be available for anyone interested in visiting Fish Expo and in attending the four days of seminars on fish catching and processing which are an outstanding feature of the exhibition.

Only converted to pair fishing this year and formerly partnered Paul Antony for several trips. Ann Charlotte, only converted to single-haul trawling last year and was immediately successful, previously she, too, was an anchor seiner.

Both vessels are owned by Mr. John Richardson in partnership with the respective skippers and is an interesting move bringing together such prominent skippers. *Laurids Skomager* (Skipper Bob Collins) is forswaking single-haul trawling to link up with the former seiner *Laurids Skomager* (Skipper Jorgen Bojen) as a new pair trawling team.

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Whitby crab champ!

A LOCAL lady, Mrs. J. Fergus, was the winner of the Whitby Dressed Crab Competition, organised last month by The White Fish Authority.

Mr. Gerald Gardiner, Director of The Shellfish Association of Great Britain, presented the championship prize.

The runner-up was Mr. Ivor Noble, who received his prize from Mary Meredith, Cookery Editor of *Woman and Home*.

Mrs. Fergus entered a crab of particularly good quality and went into an unassailable lead for meat yield on the first round. Mr. Noble was in third place at the end of the first round but, by achieving the highest mark for the plate appeal of his dressed crab, he went into second place in the competition.

The competition was organised as part of a seminar on Crab Quality held in the Royal Hotel at Whitby. The chairman was Mr. T. Havelock Turner and the speakers were Dr. Eric Edwards of the Burnham Fisheries Laboratory and Mr. Richard Murray of the White Fish Authority.

Huge halibut from Norway

A HUGE halibut weighing 1854, and valued at £145 was landed at Hull last week from the freezer trawler *Boston Lincoln*, which had caught it while off the Norwegian coast.

The vessel had been out for 65 days under the command of Skipper Ray Hawker and brought back 513 tonnes of various kinds of fish, including about 80st. of halibut.

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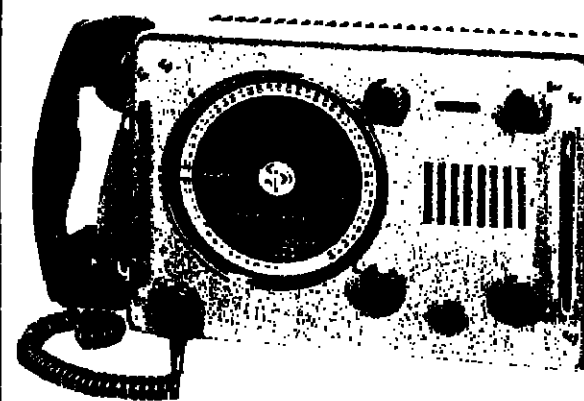
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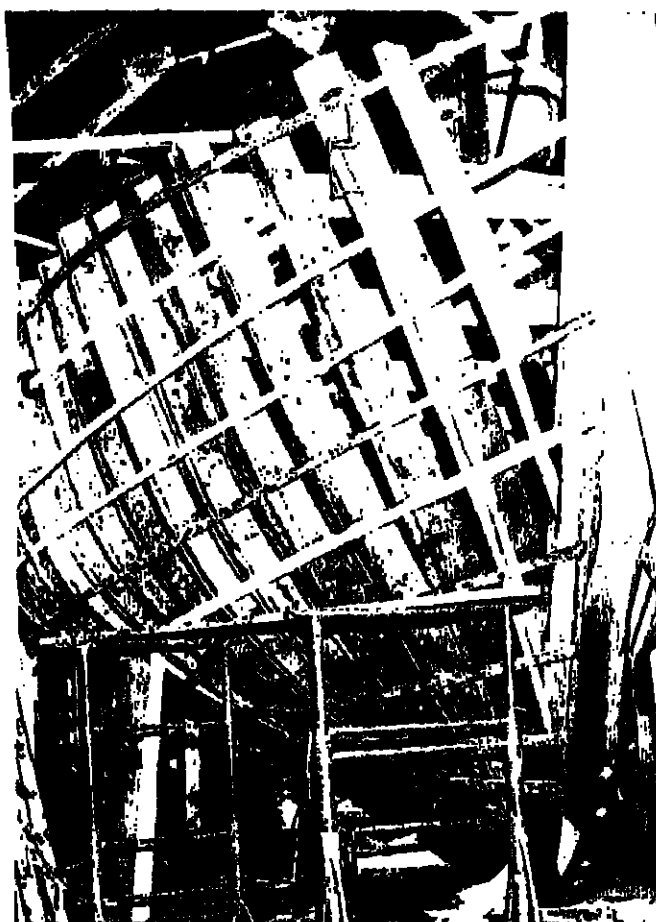
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BIG CRABBER TAKES SHAPE

Seen under construction at the J. Hinks and Son yard at Appledore, Devon, is a 68 ft. long crabber for Browne Brothers of Paignton. Some 4 ft. longer than the firm's biggest crabbers now in operation, the boat is to be powered by a 230 hp Gardner diesel engine. Details of the boat were published in the February 27 issue of *Fishing News*.

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We are flexible with boat safety rules—DTI

IT IS now nearly a year since the Fishing Vessels (Safety Provisions) Rules 1975 became law.

There were outcries that the introduction of these rules would spell the end of the fishing industry and that boats would be put out of business because owners simply could not afford to bring them up to the new safety standards.

As presented, the rules looked pretty formidable. They are positive on most aspects of the new requirements, apparently allowing little latitude in deviating from what is laid down.

Certainly, with new boats, the rules are being enforced and no-one is arguing strongly about this, although there is still some disagreement about the content of some of the rules.

These rules are one of the very few sets of rules for shipping which applied retrospectively and this is where most concern was felt.

How could an existing boat be brought up to the new standards without spending vast sums of money?

What about the older boats where the expense would be difficult to justify?

In discussions with the DTI about how the rules are being enforced, it appears that a very flexible attitude is being adopted with regard to existing boats.

In the small print of the rules there is a clause which allows discretion and the DTI claims that it is bending over backwards to help fishermen meet the rules.

So far, a mere 49 boats have been inspected. Only boats built before 1947 have had to come up for survey, and then only the larger craft.

The small number actually surveyed could mean that many of the older boats have

'ONLY ONE BOAT HAS FAILED THE TEST SO FAR'

been scrapped rather than be presented for survey.

Only one vessel presented for survey has been failed and this was with the agreement of the owner.

If these older boats can conform to the DTI requirements, then there is hope. How then do the DTI surveyors approach the job?

Stability has been one of the main worries. Fishermen thought that they would have to present drawings and plans to the surveyor so that stability calculations could be made.

There would be an expensive inclining test to be carried out. Not so, says the DTI. They will accept the results of a simple rolling test as evidence of stability and, furthermore, their surveyor will conduct the test. No drawings are required and the time and cost is minimal.

The structure of the boat was another concern, but here the DTI says that if a boat has fished satisfactorily for several years then they will accept this as evidence of sound design.

Their surveyor will inspect the boat as well, and will be convinced if the owner can produce bills detailing the maintenance work which has been carried out over the years.

The fire precautions could have meant rebuilding parts of the boat, particularly around the engine room.

If it is a major problem to bring the boat up to standard in this respect, then the surveyor will accept as an alternative, two means of escape from the compartment.

The theory being that if you have a fire at least any crew members down below can get out.

The attitude generally is one of looking at each boat on its merits to assess where there might be risks and of trying to correct these.

In trying to bend over backwards to make sure that boats pass the survey, I hope that fishermen will not be given too much faith in their boats.

To say that because a boat has fished successfully for many years is certainly an indication that it is safe, but remember that most boats are considered safe until they meet trouble.

Trident was thought to be a safe boat before she capsized; she had weathered many gales. No-one seemed to have any doubts about *Gaul*.

To return to the safety rules themselves. If a fishing vessel is found wanting in some respects by the surveyor, and it is either very difficult or impossible to correct it, then this doesn't necessarily mean that the boat is condemned.

What happens is that her area of fishing will be restricted to sheltered waters or she will be limited in the sea conditions under which she can operate.

These limitations cannot be policed in any way, but it will be on the skipper's con-

science if anything goes wrong. At least he will have been made aware of the shortcomings of his boat.

This is where the enforcement of the rules in a liberal manner is going to be of real benefit.

It will not bring about any sudden and dramatic increase in safety, but it will make owners, skippers and crews more aware of their boats and the particular in which they might be vulnerable.

If this interchange between the DTI surveyor and a fisherman is to have any value, there will have to be mutual confidence.

This will not be built overnight and the surveyor cannot make the first approach.

The message from the DTI to fishermen is simply: "please come and see us; the earliest opportunity that we can look at your problems".

The DTI surveyors are prepared to help in all possible ways. They will be their inspections to their overhaul periods and, as far as possible, will fit in with owners' requirements.

For new boats being built, plans can be submitted for approval before built commences.

One of the big worries of the introduction of these rules was that many would fish their boats right up to the moment of survey, spending only enough money to keep the boats running, and then they would possibly face a fine.

By doing so, the boat would be in a more dangerous condition than normal: there is evidence that this is, in fact, going on.

The DTI ask owners: contact them before adopting this attitude. The problem involved may not be as bad as you think... *Dag P.*

Scottish fish on show



FISH WAS well to the front in the Cook-Freeze Seminar organised by the North of Scotland Hydro-Electric Board. Attending the seminar were catering organisers and controllers representing local authorities, hospitals, prisons and other institutions, as well as hoteliers and restaurateurs from all over Scotland. A variety of fish items were included in the dishes displayed for this increasing popular method of catering. Both the Herring Industry Board and White Fish Authority contributed supplies ranging from herring and kippers to fresh and smoked mackerel, blue whiting, saithe and oyster and crab meats. Specialist officers of both bodies were present and are shown above. Left to right are Philip Steadwood (HIB production development and marketing), Mr. R. Murray (WFA trade officer), Miss F. MacPhie (HIB public relations) and Mr. M. Daniels (WFA advisory inspection service).

THE Norwegian Sea Protection Service has strengthened its fleet and is now able to patrol the waters around the Shetland Islands and the Orkney Islands. They plan to patrol the waters around the Shetland Islands and the Orkney Islands. They plan to patrol the waters around the Shetland Islands and the Orkney Islands.

LINE MEN GIVE UP IN A RAGE

TEMPERS are running high in the north of the Isle of Skye due to severe damage caused to long lines by illegal trawling.

Local fishermen, who for decades have set lines in Loch Dunvegan, have had to pack up and go on the dole rather than risk further loss to their gear.

Kenny MacDiarmid, of Hallin, Waterish, says: "We have had trawling before, but nothing like this. At times there have been as many as 17 boats bottom trawling at one time, all within the three-mile limit."

"We are legal, they are illegal, yet they can not only take the fish and ruin the spawn, but rip up our gear as well."

"The really upsetting thing is that they are doing it deliberately and have been heard to boast about it in local pubs."

"Two years ago an Oban boat accidentally broke our lines and it not only returned them, but gave us a cod for each hook that was missing and a box of haddock on top."

Shorter Xmas shutdown for Fleetwood...

FLEETWOOD'S fishing industry has decided not to close over Christmas and New Year for a fortnight as it did last year.

A meeting between the Fleetwood Fishing Vessel Owners' Association and the Fleetwood Merchants' Association decided that the shut-down was too long because of the state of the industry.

It was felt by the associations that they should ensure that a supply of fresh fish was made available throughout the period.

They believed that the possible over-stocking of frozen fish to cover the period, plus an anticipated shortage later, resulted in a drastic fall in demand for wet fish.

They thought this was one of the prime factors in the subsequent recession. One of the other major factors was the continued imports of uncontrolled and heavily subsidised supplies.

Gas gear agency

SEABOURNE Electronics Ltd., has been appointed sole agents in the south west of England for Gonolastic Gas Sentry equipment.

This equipment is designed to meet the new DTI Safety Rules, and is supplied with one or two gas sensor units, a control panel and a remote alarm.

Seabourne Electronics Ltd. is based at 27 Southside Street, The Barbican, Plymouth PL1 2LD (tel: 0752-28114).

Trawlers tearing up gear

"They were gentlemen, and totally unlike the people we have now."

"They have ruined every spawning loch in Skye, and now the last remaining one is on its way out. What on earth is the point of having laws if they can be flouted as easily as this?"

"It is no good blaming Fleetwood trawlers — the culprits are from the island."

A trawler skipper put his point of view like this: "We are as keen on conservation as anyone, but the three-mile limit is just not the answer. In fact it was even imposed as a conservation measure."

"The highlands and Islands Development Board continues to back trawlers of a size that cannot move and fish outside three miles in

these waters.

"The weather is so unpredictable and the water too deep. In any case it is ridiculous to assure that everywhere within three miles is a spawning ground."

"Recognised spawning grounds should be closed to fishing of all kinds, and properly policed, but the Cameron Report recommended the abolition of the three mile limit several years ago; yet it still exists."

"In a loch like Dunvegan there are so many underwater obstructions that trawlers must follow strict paths between them, leaving the major part of the loch untouched."

"Surely liners in little more than rowing boats can keep away from the danger areas."

The row continues.

Scots move into Africa

THE ARBROATH engineering firm, Northern Tool and Gear Co. Ltd., has just brought off another success — the installation of a seine net-trawl winch aboard a fishing boat in Monrovia, Capital of Liberia, West Africa.

The winch is for the Mesurado Fishing Co., whose fleet is managed by Mr. A. Goodland, a native of the Shetlands.

Mr. Mal Birse, the service manager of the Arbroath firm, has just returned from a three weeks stay in Liberia. "The boat I installed the winch in had been a sardine boat fishing from Angola."

"Its skipper is a Greek and the crew mostly from nearby Ghana. The engineer aboard was only 15-years-old. It was a real United Nations affair", he said.

At the fisheries exhibition in Ayr this month, the firm will be showing two new winches.

Welsh cockle catch down

IT HAS been a very poor year for cockle gatherers in South Wales. Writes the chief fishery officer in his report for the quarter ending December 31, 1975.

The main reason for the cockle shortage in the Burry Inlet is put down to oyster-catcher birds.

Long trek

A closer examination of 1975 landings show a good increase for the last quarter of the year, although these figures are much lower than recent years. The increase comes from a bed on the north shore of the Burry Inlet at Llanelli.

Although the cockles in the bed did not reach the committee's minimum size of 1in., it was decided after talks with the Ministry of Agriculture, Fisheries and

However, not all gatherers have been to Llanelli due to the problem of landing cockles without a horse and cart. Some still prefer the long trek to Kings Lynn, Norfolk, although bad weather towards the end of 1975 stopped this to some extent.

The following are the total cockle landings for the last three years: 1973, 59,770cwt., 1974, 12,693cwt., 1975, 4,864cwt., 67,291.

more profit per trip

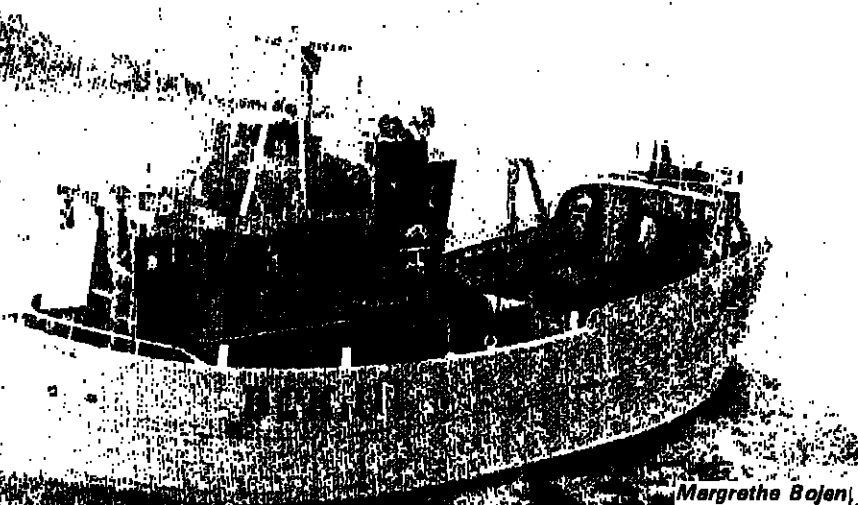
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In producing the Kambria trawl, we've combined the ideas of top skippers with proven design features. The result is a robust high life bottom trawl for capturing such fish as whiting, cod and haddock without sacrificing the flat fish catch, plaice, sole, skate etc.

Kambria trawls are made from top quality polythene; braided in the lower section and twisted in the upper. They are available for boats from 30hp.

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Margrethe Bojen

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She is the second vessel to be built by the Buckle yard for Skipper Bojen in recent years, the first being *Frances Bojen* completed about three years ago.

Frances Bojen is now being commanded by Skipper John Richardson and is working in partnership with *Margrethe Bojen*. The pair landed a bumper £20,408 trip late last month.

Frances Bojen had been designed by Naval Architects G.L. Watson and Co. Following talks with the skipper, who was so pleased with the vessel's performance, it was decided to have *Margrethe Bojen* built to almost identical lines.

The design incorporates fairly full lines which has produced a much larger carrying capacity.

In addition, Skipper Bojen has been very satisfied with the good stability features and general seaworthiness of *Frances Bojen*.

Skipper Bojen owns 50 per cent of *Margrethe Bojen*, while the other half is divided between his brother Jorgen and John Richardson (not to be confused with Skipper John Richardson).

With an overall length of 68ft., she has a beam of 20ft., and a depth, from the deck to underside of keel, of 12ft. 3in. Her tonnage under Scottish Part IV measurement is just short of 50.

She has a cruiser stern and is of larch on oak construction with steel bulkheads, deck beams, engine and tank seats.

VESSELS REVIEW

The whaleback and foremast are of aluminium, while the deckhouse and all other masts and spars are of steel.

Her Kelvin TA8 engine gives 280hp at 1,200rpm and drives a Hundested adjustable pitch type VP 9 A1S propeller through a Kelvin 3:1 reduction gear box.

The pitch of the propeller can be altered by adjusting bolts on the shaft in five minutes. The propeller can be kept at the most suitable pitch for steaming to and from the grounds and can be changed to another pitch for fishing.

Skipper Bojen chose this type of propeller as its equipment takes up less space in the engine room than that of

the fully variable pitch propellers. A power take-off shaft is driven from the fore-end of the main engine through a Fenner flexible coupling.

Belt-driven from the shaft are two 24 V Transmotor alternators and a Gilbert Gilkes and Gordon Gilmeo 250/700 bilge and general service pump.

The Norwinch hydraulic pump for the trawl winch is driven from the forward end of the shaft through a Broad-bent clutch.

Wilmar Engineering of Aberdeen supplied the Lister SRW2MA two cylinder, air-cooled, 13hp auxiliary engine which drives a Transmotor 24V alternator and a Desmi 2in. bilge, plus general service pump.

Other engine room equipment includes Dagenite 17 plate 280 amp hr. batteries and three 24V ventilation fans.

A total of 2,600 gallons of fuel oil is carried in four tanks

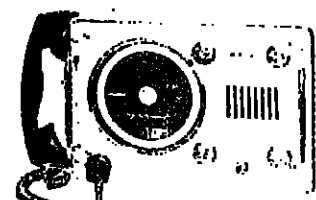
Flying start for Scots-built pair trawler

in the engineroom which gives the boat a sea time of three weeks, while a 250 gallon fresh water tank is carried in the forepeak.

Fuel transfer pumps, which can pump at a rate of 17 gallons a minute, are fitted. This allows the fuel to be transferred from the tanks at one side of the engineroom to the other, so the boat can be kept on an even keel when taking in the fishing gear.

The deck is laid out so her gear can be worked from either port or starboard.

Gear handling machinery includes Norwinch TC8 nine-ton, low pressure, hydraulic trawl winch and Lössle Hydraulics net haulers.



S.P. Radio's new "Sailor" RT144 vhf radio telephone is fitted aboard the Grimsby-based pair trawler *Margrethe Bojen*.

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Humber St. Andrews warp tension meters are fitted and shawl under which the load coils are located, lies adjacent to the forward starboard galleys.

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position. Two towing ropes set into the deck aft and, through these, chains will be led through hawseholes in the bulwarks and will be attached to the warps.

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Below deck the boat has a traditional layout with the cabin aft, but she has two fishrooms.

The forward fishroom has a capacity for 120 kils of fish and the after one for 80 kils. Both have steel hatchways, aluminium covers and are fitted with steel stands and wooden boards.

Wheelhouse equipment includes: Simrad SL Sonar, CM Sonarscope, two Hughes MS 44 echo sounders, one of which operates at frequency of about 30 kHz and the other at 48.

An Amplidan 8000 radio system and 'Sailor' RT122/R108 main radio telephone, are fitted. The RT144 VHF radio telephone, R114 watchkeeper receiver and R108 receiver.

The 'sailor' RT144 VHF set, recently introduced by the makers S. P. Radio of Denmark, is a reliable low cost unit with a new programming system. 55 international channels. Further channels can be selected by a screwdriver adjustment.

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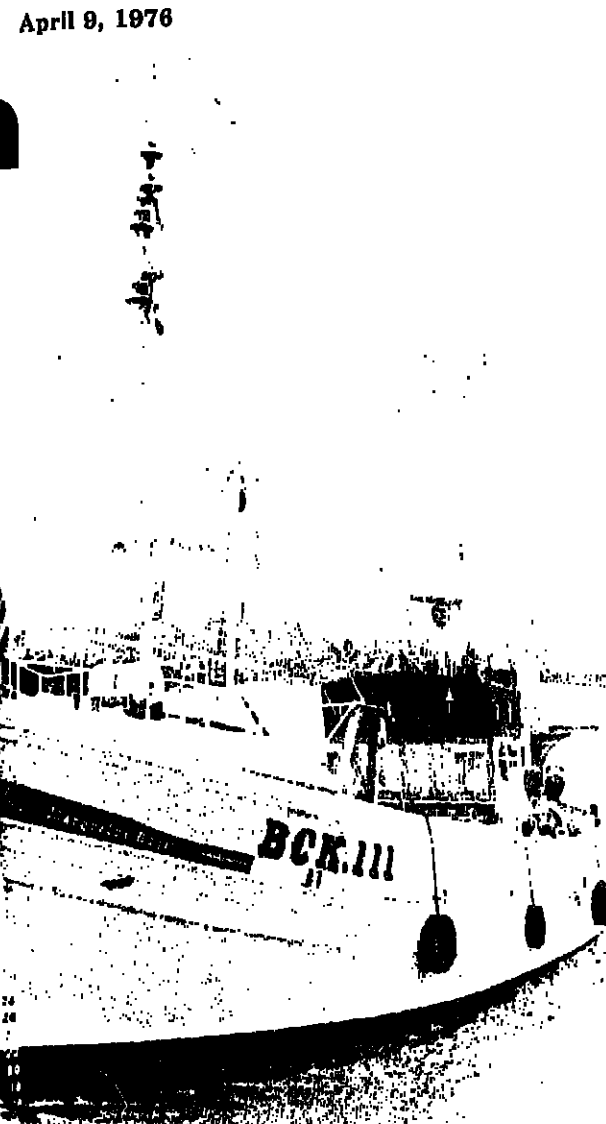
Navigation aids include Decca Mk. 21 Navigator, type 350 autopilot, Atlas radar, Ben Ambler Fiarm horn and H100 ESG hydraulic gear.

Equipment in the aft of the wheelhouse includes a small refrigerator and a Velling heater.

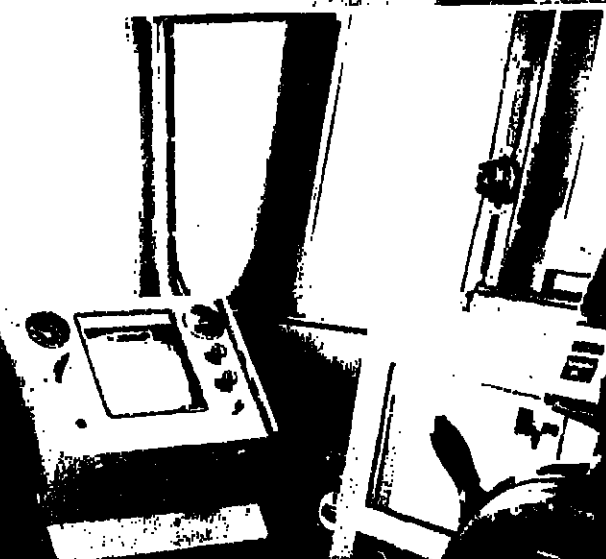
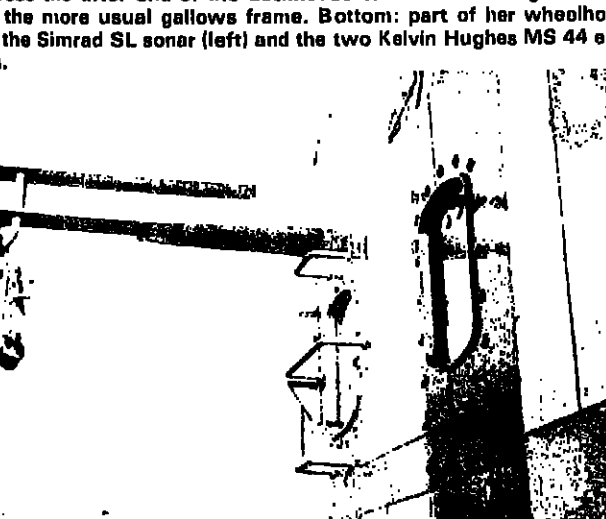
Emergency battery carried on top of wheelhouse allows the boat to be brought into port without the use of the main engine.

The whaleback bulkhead is of 18 in. which, not only gives stability, but also anything being below the whaleback forepeak.

A domestic refrigerator is also fitted.



Margrethe Bojen at her home port of Grimsby. Below: a steel girder across the after end of the deckhouse carries the towing block, in the more usual galleys frame. Bottom: part of her wheelhouse is also galvanised, as is the two Kelvin Hughes MS 44 echo



Fitting out on a GRP hull...

John Burgess' Log



Automatic handline

IN A recent issue it was stated that automatic handlining reels are obtainable from Elliot North-dale Gudimov of Gardahppur, Iceland. They are also obtainable in this country from South Western Mechanised Fishing, 37 Vein Park, Stoke Fleming, Dartmouth, Devon.



Cardo, based on the Versatility 30 GRP hull, was fitted out by Cardiff Boatbuilders. Smallwood's 3-ton hydraulic winch and Hydrolite hauler are installed.

"WE ARE thinking of buying a GRP hull about 32 ft. long to complete and fit out for stern trawling ourselves."

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"If I give you details of the work normally carried out on 30-36 ft. GRP hulls by a yard you should be able to decide whether to undertake the job or not."

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It is selective about hulls it will complete, normally working on 30 ft. and 35 ft. Versatility hulls moulded by the Rye Yacht Centre, 32 ft. hulls from Cymru Marine, 36 ft. 9 in. hulls from Halmstad and 37 ft. hulls from the Tyler Boat Co. It will only complete hulls which are

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A mild steel protection shoe is fitted to the keel and secured with galvanised bolts and nuts.

A similar shoe is fitted to the forefoot from above the waterline. A heavy duty, hot dip galvanised skegband is also secured with galvanised bolts.

About half a ton of concrete ballast and cast iron is cemented into the keel, and steel rudder, rudder fittings and two tillers are made and installed.

Two substantial hardwood bilge keels, capped with galvanised coping iron protection pieces are fitted.

Iroko/mahogany deck beams are placed forward, moulded to the hull and through bolted for extra strength. They are covered with 1 in. marine plywood (presumably glass covered) to form a foredeck about 10 ft. long.

Accommodation forward is enclosed by a 1 in. marine plywood bulkhead laminated to the hull and further secured by through bolting.

Two bunks and all necessary flooring are installed. Galvanised stemhead roller, crosshead mooring bollard and fairleads are fitted on foredeck.

A forward raking-type wheelhouse constructed of 1 in. plywood on a mahogany framework is fixed in position. Its roof is sheathed with GRP and is coated with epoxy resin, and it has toughened glass windows in aluminium frames in addition to a sliding door on the starboard side.

A double skin welldeck consisting of iroko strip planking on top of 1 in.

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Cambered 5 in. x 2 in. laminated pine beams, bolted and laminated to the hull, support it and an engine hatch with camings about 6 in. high is fitted in it.

The deck is positioned about 16 in. below the gunwale and is self-draining. A tubular mild steel mast to carry navigation and fishing lights is stepped and a derrick equipped with tackle to lift about 3 cwt. can be fitted to it if required.

A 4 in. x 2 in. hardwood rubbing strake is bolted to the hull on both sides and hardwood protection pieces, 1 in. thick, are secured to the transom and in way of the line hauler if one is installed.

Galvanised coping bar is screwed to rubbing strakes, protection pieces and on gunwale capping around the well deck.

A fish room, measuring about 8 ft. x 6 x 2 below the well deck can be lined, insulated with plastic foam and fitted with shifting boards if required. And a mild steel, box section stern gantry can be positioned at the after end of the well deck.

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You would have to install engine and controls; stern gear; batteries, electric wiring and earthing system; fire extinguishing system; mechanical and manual bilge/crosshead and manual bilge/crosshead gear and controls; fuel and fresh water tanks; echo sounder and transducer; compass; radio telephone; winch and wire warps; net/lift hauler, perhaps, together with hydraulic pump; cooking and heating stove.

You would also have to acquire and stow suitable ground tackle and lifesaving equipment in addition to fishing gear.

Strange float

"WHILE walking on the beach here (Outer Hebrides) I came across a float which all our local experts have failed to identify."

"It is beautifully made of white poly-tyrene foam and has a 14 in. hemispherical basin which all fit perfectly into each other."

"In the centre of the float is a small nylon ball. External diameter of the float is 150 mm and of the ball 27 mm. The whole float weighs 1 lb. Can you identify it?"

My guess is that it is a variety of the Marola float which was invented in Spain a few years ago to withstand pressures at great depths and at the same time possess high impact resistance.

A Marola float consists of a spherical inner float which will withstand static pressure up to almost 2,000 psi and an outer float or cover which is flexible and possesses tremendous impact resistance.

There is a hole in the outer cover and the space between

and the inner float fills with water as soon as the float is submerged.

Pressures at great depths, therefore, do not affect the outer cover and the inner float is permanently protected against impact shock when under pressure and when being brought inboard.

Outer covers of the first Marola float were grey and approximately 150 mm in diameter. They were tested under working conditions at over 750 fathoms, and guaranteed for use in depths to 600 fm.

Made by Plasticos de Galicia SA, working in close collaboration with Polyform A S of Alesund, Norway, they were the forerunners of other types specifically designed for use in deep water.

The float you found may have been made in Spain, Norway or some other country. Almost certainly it must have been used by some vessel working in very deep water to the west of Scotland.

DOLPHIN LINE

YOU MAY have wondered why the new hard-laid spun nylon lines being produced by Bridport-Gundry are called 'Dolphin' lines.

If so, the following explanation by director Anthony Sanctuary will satisfy your curiosity.

Dolphin Brand fishing lines were first registered on the official list of Trade Marks by William Hounsell of Bridport in 1876.

Later they became very popular all over the world, particularly in Canada, Australia, South Africa and other British colonies; over 25-tons of hemp lines used to be consigned regularly to New Brunswick alone.

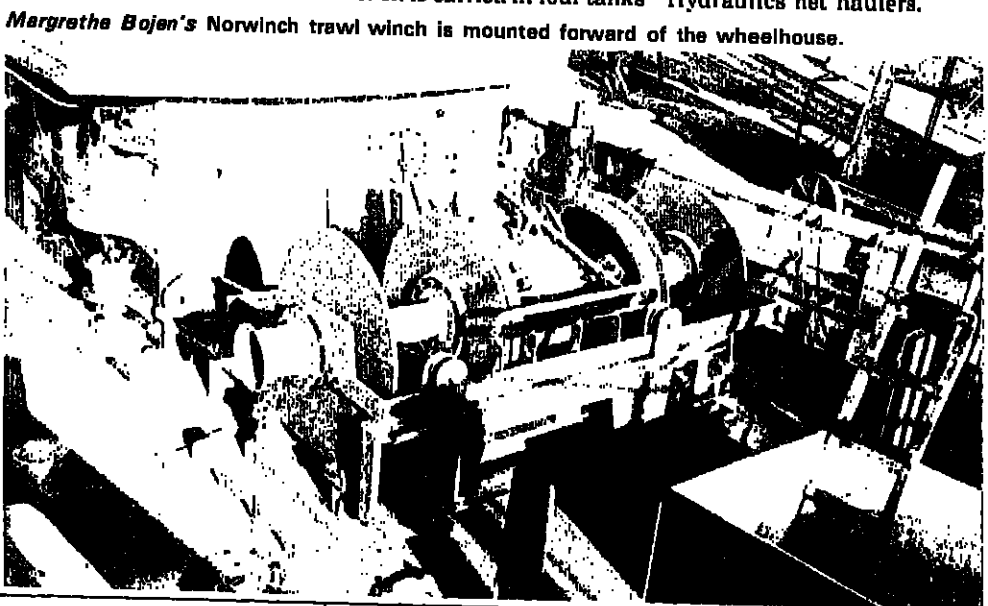
One line — Dolphin Cut-thunk, made of flax — became the favourite of big game fishermen and three-quarters of a century later, when Hounsell had merged

with the Bridport-Gundry Group, A.S. Dean of Melbourne made a series of record-breaking white shark catches with it in South Australian waters.

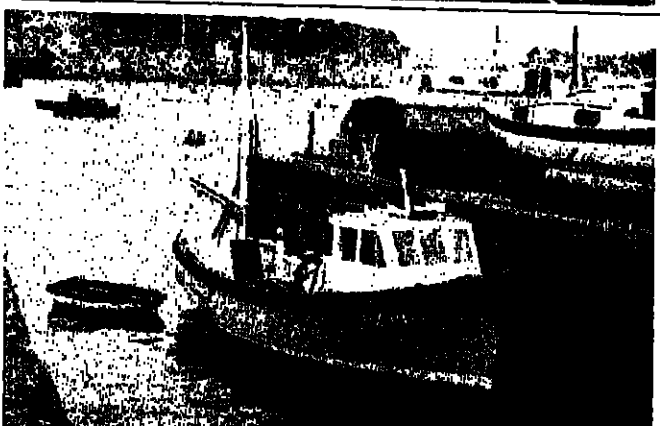
It became so well known that a letter from a fisherman in Western Australia, addressed merely to 'the makers of Dolphin Cut-thunk Line, England' was delivered to Hounsell's without delay.

Bridport-Gundry's new spun nylon lines being of such quality as to make them natural — or rather, synthetic — descendants of Dolphin Brand lines, they have inevitably been accorded the famous name.

Available in four sizes from 2.5 mm diameter and breaking strengths of 81-340 kg, it is to be hoped that they will receive the same world-wide acclaim that their forbears did.



Margrethe Bojen's Norwinch trawl winch is mounted forward of the wheelhouse.



TWO wooden boats for Cornish owners, *Trryn Castle* (above) and *Huntrass* (below), have been built by the C. Toms and Son yard at Polruan, near Fowey.

Huntrass is for Mevagissey owner, M. A. Barron, while *Trryn Castle* has gone to Thomas and Rogers of Newlyn. Both replace craft previously built by the Toms yard.

Main dimensions of both boats are: overall length, 28 ft. 6 in.; beam, 10ft. 10 in.; and draft, 3 ft. 3 in. They are both VFA approved, being planked in iroko on oak, out frames and steam timbers.

Huntrass is fitted with a 44 hp HRW3 Lister diesel, with a 36hp Volvo Penta as a wing engine. The wheelhouse is enclosed in iroko and she is also fitted with hatched floorboards, with net and fish rooms under the flooring. Morse steering and an Atlas echo sounder are fitted.

Trryn Castle is fitted with laid watertight deck in iroko and a Lister 44 hp HRW3 diesel. Also installed are an Atlas echo sounder, Sello radio, Hydema power block and Morse steering. A 21 ft. MFV is under construction for Mr. C. S. Hosking of Newlyn.

Recalling some of the stories which appeared in our columns this week 50 years ago.

4,800 tons of fish were landed at Fleetwood in March valued at £148,000.

SUNDERLAND Town Council receives approval to build £20,000 deep water quay on the river.

500 men thrown out of work by the closure of Rosyth Dockyard are transferred to Devonport.

ICELAND draws up plans to expand her deepsea trawling fleet.

NORWEGIAN steamer *Era II* lands large cargo of Norway herring at Yarmouth for local curers. After curing they will be sent to the Mediterranean.

BUCKIE sends deputation to the Minister of Agriculture, Fisheries and Food in London to talk about the reopening herring trade with Russia.

50 years ago

APRIL 10, 1926.

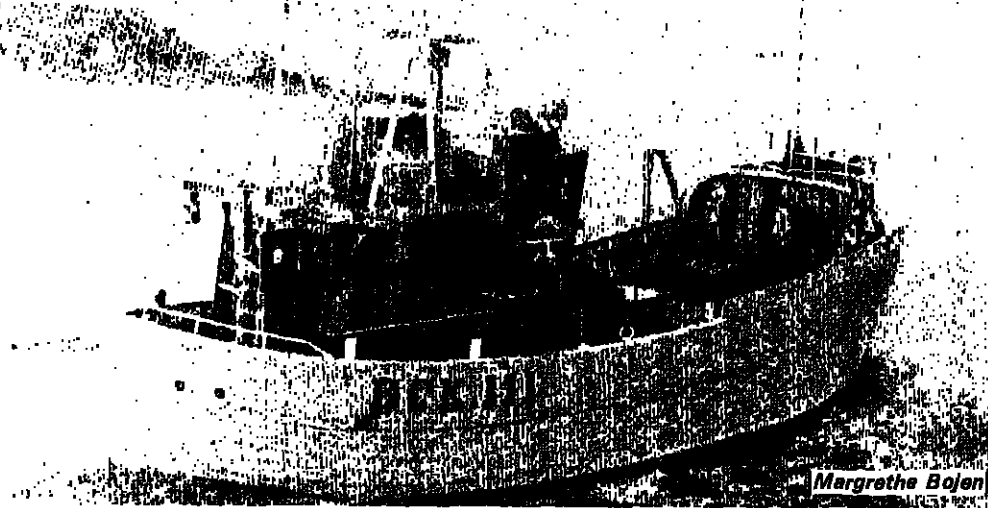
DUE to a succession of bad seasons many Cornish and Devon fishermen receive poor law relief.

MARCH reported to be record month for Aberdeen salmon fishermen.

HULL shipyard fits out 210 ft. French hull. When completed she will be the largest trawler afloat.

NORWEGIAN fishermen finds diamond ring in large fish caught in fjord. The ring, valued at £5,000, was lost off the coast of Florida.

April 10, 1926



Flying start for Scots-built pair trawler

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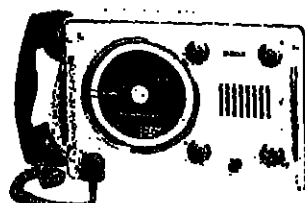
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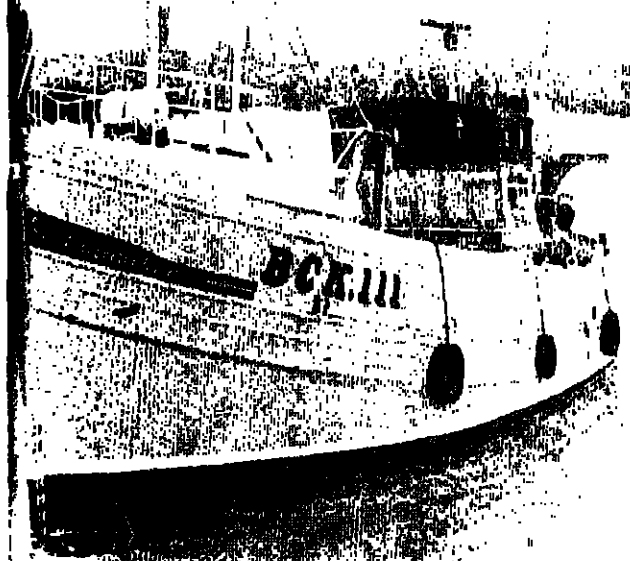
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Equipment in the galley, aft of the wheelhouse, includes a small Radford gas oven and a Vallant water heater.

Emergency batteries are carried on top of the wheelhouse and a switch allows these, or the batteries in the engine room, to be brought into use.

The whaleback bulkhead as its after, which, not only serves as a stability feature, but prevents anything being stolen from below the whaleback or forepeak.

A domestic deep freeze fridge is also carried under the whaleback.



Margrethe Bojen at her home port of Grimsby. Below: a steel girder across the after end of the deckhouse carries the towing block, in place of the more usual galleys frame. Bottom: part of her wheelhouse showing the Simrad SL sonar (left) and the two Kelvin Hughes MS 44 echo sounders.



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Strange float

"WHILE walking on the beach here (Outer Hebrides) I came across a float which all our local experts have failed to identify."

"It is beautifully made of white polystyrene foam and has a 13 hemispherical basin which all fit perfectly onto each other."

"In the centre of the float is a small nylon ball. External diameter of the float is 150 mm and of the ball 27 mm. The whole float weighs 14 lb. Can you identify it?"

● My guess is that it is a variety of the Marola float which was invented in Spain a few years ago to withstand pressures at great depths and at the same time possess high impact resistance.

A Marola float consists of a spherical inner float which will withstand static pressure up to almost 2,000 psi and an outer float or cover which is flexible and possesses tremendous impact resistance.

There is a hole in the outer cover and the space between

it and the inner float fills with water as soon as the float is submerged.

Pressures at great depths, therefore, do not affect the outer cover and the inner float is permanently protected against impact shocks when under pressure and when being brought inboard.

Outer covers of the first Marola float were grey and approximately 150 mm in diameter. They were tested under working conditions at over 750 fathoms and guaranteed for use in depths to 600 fm.

Made by Plasticos de Galicia SA, working in close collaboration with Polyform A/S of Aalesund, Norway, they were the forerunners of other types specifically designed for use in deep water.

The float you found may have been made in Spain, Norway or some other country. Almost certainly it must have been used by some vessel working in very deep water to the west of Scotland.

DOLPHIN LINE

YOU MAY have wondered why the new hard-laid spun nylon lines being produced by Bridport-Gundry are called "Dolphin" lines.

If so, the following explanation by director Anthony Sanctuary will satisfy your curiosity.

Dolphin Brand fishing lines were first registered on the official list of Trade Marks by William Hounsell of Bridport in 1878.

Later they became very popular all over the world, particularly in Canada, Australia, South Africa and other British colonies; over 25 tons of hemp lines used to be consigned regularly to New Brunswick alone.

One line — Dolphin Cut-thunk, made of flax — became the favourite of big game fishermen and three-quarters of a century later, when Hounsell had merged

with the Bridport-Gundry Group, Alf Dean of Melbourne made a series of record-breaking white shark catches with it in South Australian waters.

It became so well known that a letter from a fisherman in Western Australia, addressed meagrely to 'the makers of Dolphin Cut-thunk Line, England' was delivered to Hounsell's without delay.

Bridport-Gundry's new spun nylon lines being of such quality as to make them natural — or rather, synthetic — descendants of Dolphin Brand lines, they have inevitably been accorded the famous name.

Available in four sizes from 2.5 mm diameter and breaking strengths of 81-340 kg, it is to be hoped that they will receive the same world-wide acclaim that their forbears did.

50 years ago

APRIL 10, 1926.

DUE to a succession of bad seasons many Cornish and Devon fishermen receive poor law relief.

MARCH reported to be record month for Aberdeen salmon fishermen.

HULL shipyard fits out 210 ft. French hull. When completed she will be the largest trawler afloat.

NORWEGIAN fishermen finds diamond ring in large fish caught in fjord. The ring, valued at £5,000, was lost off the coast of Florida.

Recalling some of the stories which appeared in our columns this week 50 years ago.

4,800 tons of fish were landed at Fleetwood in March valued at £148,000.

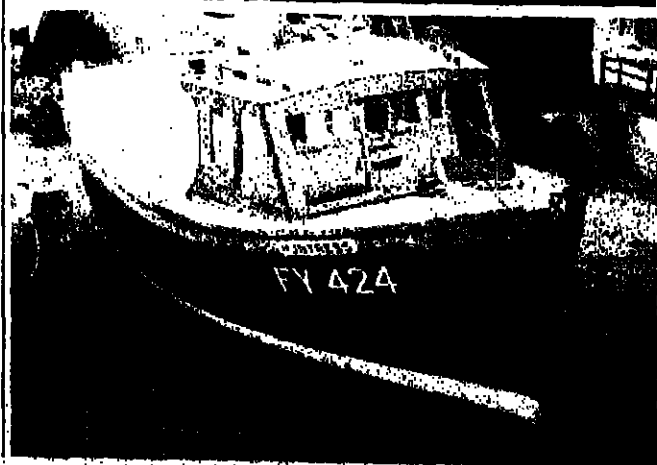
SUNDERLAND Town Council receives approval to build £20,000 deep water quay on the river.

600 men thrown out of work by the closure of Rosyth Dockyard are transferred to Devonport.

ICELAND draws up plans to expand her deepsea trawling fleet.

NORWEGIAN steamer *Erna II* lands large cargo of Norway herring at Yarmouth for local curers. After curing they will be sent to the Mediterranean.

BUCKIE sends deputation to the Minister of Agriculture, Fisheries and Food in London to talk about the reopening herring trade with Russia.



TWO wooden boats for Cornish owners, *Trryn Castle* (above) and *Huntrass* (below), have been built by the C. Toms and Son yard at Polruan, near Fowey.

Huntrass is for Mevagissey owner, M. A. Barron, while *Trryn Castle* has gone to Thomas and Rogers of Newlyn. Both replace craft previously built by the Toms yard.

Main dimensions of both boats are: overall length, 28 ft. 6 in.; beam, 10ft. 10 in; and draft, 3 ft. 3 in. They are both WFA approved, being planked in iroko on oak, cut frames and steam timbers.

Huntrass is fitted with a 44 hp HRW3 Lister diesel, with a 36hp Volvo Penta as a wing engine. The wheelhouse is enclosed in iroko and she is also fitted with hatched floors, boards, with net and fish rooms under the flooring. Morse steering and an Atlas echo sounder are fitted.

Trryn Castle is fitted with laid watertight deck in iroko and a Lister 44 hp HRW3 diesel. Also installed are an Atlas echo sounder, "Sailor" radio, Hydema power block and Morse steering. A 31 ft. MFV is under construction for Mr. C. S. Hosking of Newlyn.

